

## TABLE OF CONCORDANCE

<p style="text-align: center;"><b>TABLE OF CONCORDANCE</b></p> <p style="text-align: center;">DIRECTIVE (EU) 2016/802 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 May 2016 Relating to a reduction in the sulphur content of certain liquid fuels</p>	<p style="text-align: center;">DCM “On the quality of certain liquid fuels used for thermal, civil, industrial and sea transport”</p> <p style="text-align: center;">Compliance</p>
---	---

1	2	3	4	5	6	7
Article	Text	Reference	Article	Text	Conformity	Remarks
Article 1 Purpose and scope	1. The purpose of this Directive is to reduce the emissions of sulphur dioxide resulting from the combustion of certain types of liquid fuels and thereby to reduce the harmful effects of such emissions on man and the environment.		Chapter I  General provision, point 1	1. The purpose of this Directive is to reduce the emissions of sulphur dioxide resulting from the combustion of certain types of liquid fuels and thereby to improve their quality and to reduce the harmful effects of such emissions on man and the environment.	Fully	
	2. Reductions in emissions of sulphur dioxide resulting from the combustion of certain petroleum-derived liquid fuels shall be achieved by imposing limits on the sulphur content of such fuels as a condition for their use within Member States' territory, territorial seas and exclusive economic zones or pollution control zones. The limitations on the sulphur content of certain petroleum-derived liquid fuels as laid		Chapter I,  General provision point 2	2. Reductions in emissions of sulphur dioxide resulting from the combustion of certain petroleum-derived liquid fuels shall be achieved through improving fuel quality by imposing limits on the sulphur content of such fuels as a condition for their use within in the territory of the Republic of Albania, Albanian territorial seas and exclusive economic zones or pollution control zones.	Fully	

down in this Directive shall not, however, apply to:			The limitations on the sulphur content shall not, however, apply to of certain petroleum-derived liquid fuels as laid down:		
(a) fuels intended for the purposes of research and testing;		Chapter I, General provision point 3.a	a. intended for the purposes of research and testing;	Fully	
(b) fuels intended for processing prior to final combustion;		Chapter I, point 3.b	b. for processing prior to final combustion;	Fully	
(c) fuels to be processed in the refining industry;		Chapter I, General provision point 3.c	c. to be processed in the refining industry;	Fully	
(d) fuels used and placed on the market in the outermost regions of the Union, provided that the relevant Member States ensure that, in those regions: i) air quality standards are respected; ii) heavy fuel oils are not used if their sulphur content exceeds 3 % by mass;				N/A	D/2016/15/MC-EnC Article point 1.a defines: point d of Article 1(2) shall not be applicable in the Energy Community;
(e) fuels used by warships and other vessels on military		Chapter I, General provision point 3.d	d. used by warships and other vessels on military	Fully	

	service. However, each Member State shall endeavour to ensure, by the adoption of appropriate measures not impairing the operations or operational capability of such ships, that the ships act in a manner consistent, so far as is reasonable and practical, with this Directive;			service when not impairing the operations or operational capability of such ships.		
	f) any use of fuels in a vessel necessary for the specific purpose of securing the safety of a ship or saving life at sea;		Chapter I, General provision point 3.e	e. in a vessel for the purpose of securing the safety of a ship or saving life at sea;	Fully	
	(g) any use of fuels in a ship necessitated by damage sustained by it or its equipment, provided that all reasonable measures are taken after the occurrence of the damage to prevent or minimise excess emissions and that measures are taken as soon as possible to repair the damage. This shall not apply if the owner or master acted either with intent to cause damage, or recklessly;		Chapter I, General provision point 3.f	f. in damage ships, provided that all reasonable measures are taken after the occurrence of the damage to prevent or minimise excess emissions and that measures are taken as soon as possible to repair the damage; This shall not apply if the owner or master acted either with intent to cause damage, or recklessly;	Fully	
	(h) without prejudice to Article 5, fuels used on board vessels employing emissionabatement methods in accordance with Articles 8 and 10.		Chapter I, General provision point 3.g	g. used on board vessels employing emissionabatement methods in accordance with chapter V of this decisioni.	Fully	
			Chapter I, General provision point 4	3. This decision determined: a) types of liquid fuels and their limit values of sulfur content;		This a summury of what this

				<ul style="list-style-type: none"> <li>b) other characteristics of the fuel, which must be met before placing on the market,</li> <li>c) the conditions of fuel used from ships in ports, in the Albanian territorial seas and exclusive economic zones or pollution control zones of sulphur oxides in air;</li> <li>d) the way of determining and monitoring the fuel characteristics, methods for reducing air pollutant emissions and reporting compliance with emission limit values of pollutants.</li> </ul>		DCM regulate
Article 2 Definitions	For the purpose of this Directive the following definitions shall apply:		Chapter I, General provision point 5	4. For the purpose of this Decision the following definitions mean:	Fully	
	‘heavy fuel oil’ means:		Chapter I, General provision point 5.a (i)	a. ‘heavy fuel oil’	Fully	
	(i) any petroleum-derived liquid fuel, excluding marine fuel, falling within CN codes 2710 19 51 to 2710 19 68, 2710 20 31, 2710 20 35 or 2710 20 39; or			(i) any petroleum-derived liquid fuel, excluding marine fuel, falling within CN codes 2710 19 51 to 2710 19 68, 2710 20 31, 2710 20 35 or 2710 20 39; or	Fully	

<p>(ii) any petroleum-derived liquid fuel, other than gas oil as defined in point (b) and other than marine fuels as defined in points (c), (d) and (e), which, by reason of its distillation limits, falls within the category of heavy oils intended for use as fuel and of which less than 65 % by volume (including losses) distils at 250 °C by the ASTM D86 method. If the distillation cannot be determined by the ASTM D86 method, the petroleum product is likewise categorised as a heavy fuel oil;</p>		<p>Chapter I, General provision point 5.a (ii)</p>	<p>(ii) any petroleum-derived liquid fuel, other than gas oil as defined in point (b) and other than marine fuels as defined in points (c), (d) and (e), which, by reason of its distillation limits, falls within the category of heavy oils intended for use as fuel and of which less than 65 % by volume (including losses) distils at 250 °C by the SHS EN ISO 3405 (ASTM D86) method. If the distillation cannot be determined by the SHS EN ISO 3405 (ASTM D86) method, the petroleum product is likewise categorised as a heavy fuel oil;</p>	<p>Fully</p>	
<p>(b) ‘gas oil’ means:</p>		<p>Chapter I, General provision point 5.b</p>	<p>‘gas oil’</p>	<p>Fully</p>	
<p>(i) any petroleum-derived liquid fuel, excluding marine fuel, falling within CN codes 2710 19 25, 2710 19 29, 2710 19 47, 2710 19 48, 2710 20 17 or 2710 20 19; or</p>		<p>Chapter I, General provision point 5. b(i)</p>	<p>(i) any petroleum-derived liquid fuel, excluding marine fuel, falling within CN codes 2710 19 25, 2710 19 29, 2710 19 47, 2710 19 48, 2710 20 17 or 2710 20 19; or</p>	<p>Fully</p>	

	<p>(ii) any petroleum-derived liquid fuel, excluding marine fuel, of which less than 65 % by volume (including losses) distils at 250 °C and of which at least 85 % by volume (including losses) distils at 350 °C by the ASTM D86 method.</p> <p>Diesel fuels as defined in point 2 of Article 2 of Directive 98/70/EC of the European Parliament and of the Council ( 1) are excluded from this definition. Fuels used in non-road mobile machinery and agricultural tractors are also excluded from this definition;</p>		<p>Chapter I, General provision point 5.b(ii)</p>	<p>(ii) any petroleum-derived liquid fuel, excluding marine fuel, of which less than 65 % by volume (including losses) distils at 250 °C and of which at least 85 % by volume (including losses) distils at 350 °C by the SHS EN ISO 3405; ASTM D86 method.</p> <p>Diesel fuels as defined in DCM 147/2007 and fuels used in non-road mobile machinery and agricultural tractors are also excluded from this definition</p>	<p>Fully</p>	
	<p>(c) ‘marine fuel’ means any petroleum-derived liquid fuel intended for use or in use on board a vessel, including those fuels defined in ISO 8217. It includes any petroleum-derived liquid fuel in use on board inland waterway vessels or recreational craft, as defined respectively in Article 2 of Directive 97/68/EC of the European Parliament and of the Council ( 2) and Article 1(3) of Directive 94/25/EC of the European Parliament and of the Council (3), when such</p>		<p>Chapter I, General provision point 5.c</p>	<p>c. ‘marine fuel’ means any petroleum-derived liquid fuel intended for use or in use on board a vessel, including those fuels defined in ISO 8217. It includes any petroleum-derived liquid fuel in use on board inland waterway vessels or recreational craft when such vessels are at sea</p>	<p>Fully</p>	

vessels are at sea;					
(d) 'marine diesel oil' means any marine fuel as defined for DMB grade in Table I of ISO 8217 with the exception of the reference to the sulphur content;		Chapter I, General provision point 5.d	d. 'marine diesel oil' means any marine fuel as defined for DMB grade in Table I of ISO 8217 with the exception of the reference to the sulphur content;	Fully	
(e) 'marine gas oil' means any marine fuel as defined for DMX, DMA and DMZ grades in Table I of ISO 8217 with the exception of the reference to the sulphur content;		Chapter I, General provision point 5.e	e. 'marine gas oil' means any marine fuel as defined for DMX, DMA and DMZ grades in Table I of ISO 8217 with the exception of the reference to the sulphur content;	Fully	
(f) 'MARPOL' means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto;		Chapter I, General provision point 5.g	g. 'MARPOL' means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 ratified by Albanian Parliament through he law no. 9594/2006;	Fully	
		Chapter I, General provision point 5.f	f. "Petroleum gas "means any liquid petroleum gases produced from petroleum products intended for residential, industrial or vehicle use or for use on board a ship as defined in standard S SH EN 589 and S SH EN ISO 9162.		
(g) 'Annex VI to MARPOL' means the annex, entitled 'Regulations for the Prevention of Air Pollution from Ships', which the Protocol of 1997 added to MARPOL;		Chapter I, General provision point 5.h	h'Annex VI to MARPOL' means the annex, entitled 'Regulations for the Prevention of Air Pollution from Ships', which the Protocol of 1997 added to MARPOL;	Fully	

	(h) 'SOx Emission Control Areas' means sea areas defined as such by the International Maritime Organisation (IMO) under Annex VI to MARPOL;		Chapter I, General provision point 5.i	i. 'SOx Emission Control Areas' means sea areas defined as such by the International Maritime Organisation (IMO) under Annex VI to MARPOL;	Fully	
	(i) 'passenger ships' means ships that carry more than 12 passengers, where a passenger is every person other than: (i) the master and the members of the crew or other person employed or engaged in any capacity on board a ship on the business of that ship; and (ii) a child under 1 year of age;		Chapter I, General provision point 5.j	j. 'passenger ships' means ships that carry more than 12 passengers, where a passenger is every person other than a child under 1 year of age and the members of the crew or other person employed or engaged in any capacity on board a ship;	Fully	
	(j) 'regular services' means a series of passenger ship crossings operated so as to serve traffic between the same two or more ports, or a series of voyages from and to the same port without intermediate calls, either: (i) according to a published timetable; or (ii) with crossings so regular or frequent that they constitute a recognisable schedule;		Chapter I, General provision point 5.k	k. 'regular services' means a series of passenger ship crossings operated so as to serve traffic between the same two or more ports, or a series of voyages from and to the same port without intermediate calls, either: (i) according to a published timetable; or (ii) with crossings so regular or frequent that they constitute a recognisable schedule;	Fully	



<p>(k) 'warship' means a ship belonging to the armed forces of a State, bearing the external marks distinguishing such ships of its nationality, under the command of an officer duly commissioned by the government of the State and whose name appears in the appropriate service list or its equivalent, and manned by a crew which is under regular armed forces discipline;</p>		<p>Chapter I, General provision point 5.1</p>	<p>m. 'warship' means a ship belonging to the armed forces of a State, bearing the external marks distinguishing such ships of its nationality, under the command of an officer duly commissioned by the government of the State and whose name appears in the appropriate service list or its equivalent, and manned by a crew which is under regular armed forces discipline;</p>	<p>Fully</p>	
<p>(l) 'ships at berth' means ships which are securely moored or anchored in a Union port while they are loading, unloading or hotelling, including the time spent when not engaged in cargo operations;</p>		<p>Chapter I, General provision point 5.m</p>	<p>l. 'ships at berth' means ships which are securely moored or anchored in port located in the territory of the Republic of Albania of while they are loading,unloading or hotelling, including the time spent when not engaged in cargo operations;</p>	<p>Fully</p>	
<p>(m) 'placing on the market' means supplying or making available to third persons, against payment or free of charge, anywhere within Member States' jurisdictions, marine fuels for on-board combustion. It excludes supplying or making available marine fuels for export in ships' cargo tanks;</p>		<p>Chapter I, General provision point 5.m</p>	<p>n. 'placing on the market' (traiding), means import, export, buying and selling of fuels and the marine fuels for on-board combustion. It excludes supplying or making available marine fuels for export in ships' cargo tanks;</p>	<p>Fully</p>	
<p>(n) 'outermost regions' means the French overseas departments, the Azores, Madeira and the Canary Islands, as set out in Article 349 TFEU;</p>				<p>N/A</p>	<p>D/2016/15/M C-EnC Article 1 point 1.a defines: point (n) of Article</p>

						2 shall not be applicable in the Energy Community;
	o) ‘emission abatement method’ means any fitting, material, appliance or apparatus to be fitted in a ship or other procedure, alternative fuel, or compliance method, used as an alternative to low sulphur marine fuel meeting the requirements set out in this Directive, that is verifiable, quantifiable and enforceable;		Chapter I, General provision point 5.o	o) ‘emission abatement method’ means any fitting, material, appliance or apparatus to be fitted in a ship or other procedure, alternative fuel, or compliance method, used as an alternative to low sulphur marine fuel meeting the requirements set out in this Decision, that is verifiable, quantifiable and enforceable	Fully	
	(p) ‘ASTM method’ means the methods laid down by the American Society for Testing and Materials in the 1976 edition of standard definitions and specifications for petroleum and lubricating products;		Chapter I, General provision point 5.p	p. ‘ASTM method’ means the methods laid down by the American Society for Testing and Materials in the 1976 edition of standard definitions and specifications for petroleum and lubricating products;	Fully	
	(q) ‘combustion plant’ means any technical apparatus in which fuels are oxidised in order to use the heat generated.		Chapter I, General provision 1 point 5.q	q. ‘combustion plant’ means any technical apparatus in which fuels are oxidised in order to use the heat generated.	Fully	
Article 3 Maximum sulphur content of heavy fuel oil	1. Member States shall ensure that heavy fuel oils are not used within their territory if their sulphur content exceeds 1,00 % by mass.		Chapter II, “Maximum sulphur content of heavy fuel oil” point 7 and 8	7. In the territory of the Republic of Albania, is allowed only the trading of heavy fuel oil, for civil and industrial use, which in the nomenclature of goods, is described by codes CN code 2710 19 51 to CN 2710 19 55; CN 2710 19 62 to CN 2710 19	Fully	

				68; CN 2710 20 31 to CN 2710 20 39, meeting the requirements of the Albanian standard SSH EN 589 :2008 +A1, SSH EN ISO 9162:2013 and SSH UNI 6579 or other equivalent standards, with the exception of the condition for sulfur content as provided for in Annex 2, attached to this Decision . 8. heavy fuel oils are not used within RoA territory if their sulphur content exceeds 1,00 % by mass;		
	2. Until 31 December 2015, subject to appropriate monitoring of emissions by competent authorities, paragraph 1 shall not apply to heavy fuel oils used:		Chapter II, “Maximun sulphur content content of heavy fuel oil” point 9	9. Until 31 December 2027, industrial plants subject to law no. 10448/2011 on environmental permit, appropriate monitoring of emissions by competent authorities, point 8 shall not apply to heavy fuel oils used:	Fully	D/2016/15/M C-EnC Article 1 point 1.b defines: the date in Article 3(2) shall be read as "31 December 2027";
	(a) in combustion plants which fall within the scope of Directive 2001/80/EC, which are subject to Article 4(1) or (2) or point (a) of Article 4(3) of that Directive and which comply with the emission limits for sulphur dioxide for such plants as set out in that Directive;		Chapter II, “Maximun sulphur content content of heavy fuel oil” point 9.a	a. in new combustion plants, that uses liquid fuels which comply with the emission limits for sulphur	Fully	

	<p>(b) in combustion plants which fall within the scope of Directive 2001/80/EC, which are subject to point (b) of Article 4(3) and Article 4(6) of that Directive and the monthly average sulphur dioxide emissions of which do not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis;</p>		<p>Chapter II, "Maximum sulphur content content of heavy fuel oil" point 9.b</p>	<p>In large combustion plants, subject of national emission reduction plans, for which the monthly average sulphur dioxide emissions of which does not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis;</p>	<p>Fully</p>	
	<p>(c) in combustion plants which do not fall under points (a) or (b), and the monthly average sulphur dioxide emissions of which do not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis;</p>		<p>Chapter II, "Maximum sulphur content content of heavy fuel oil" point 9.c</p>	<p>c. in combustion plants which do not fall under points (a) or (b), and the monthly average sulphur dioxide emissions of which do not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis;</p>	<p>Fully</p>	
	<p>(d) for combustion in refineries, where the monthly average of emissions of sulphur dioxide averaged over all combustion plants in the refinery, irrespective of the type of fuel or fuel combination used, but excluding plants which fall under points (a) and (b), gas turbines and gas engines, does not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis.</p>		<p>Chapter II, "Maximum sulphur content content of heavy fuel oil" point 9.d</p>	<p>d. for combustion in refineries, where the monthly average of emissions of sulphur dioxide averaged over all combustion plants in the refinery, irrespective of the type of fuel or fuel combination used, but excluding plants which fall under points 3 (a) and 3 (b) of this chapter, gas turbines and gas engines, does not exceed 1700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis.</p>	<p>Fully</p>	

	<p>3. As from 1 January 2016, subject to appropriate monitoring of emissions by competent authorities, paragraph 1 shall not apply to heavy fuel oils used:</p>		<p>Chapter II, “Maximun sulphur content content of heavy fuel oil” point 10</p>	<p>10. As from 1 January 2028, industrial plants subject to environmental permitting law in place, appropriate monitoring of emissions by competent authorities, poin 2 of this chapter shall not apply to heavy fuel oils used:</p>	<p>Fully</p>	<p>D/2016/15/M C-EnC Article 1 point 1.c defines: the date in Article 3(3) shall be read as "1 January 2028</p>
	<p>(a) in combustion plants which fall within the scope of Chapter III of Directive 2010/75/EU, and which comply with the emission limits for sulphur dioxide for such plants as set out in Annex V to that Directive or, where those emission limit values are not applicable in accordance with that Directive, for which the monthly average sulphur dioxide emissions does not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis;</p>		<p>Chapter II, “Maximun sulphur content content of heavy fuel oil” point 10.a</p>	<p>a. in combustion plants with power rate higher or equally with 50 MW, which comply with emission limit values of SO<sub>2</sub> or, where those emission limit values are not applicable, monthly average Sulphur dioxide emissions does not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis;</p>	<p>Fully</p>	
	<p>(b) in combustion plants which do not fall under point (a), and the monthly average sulphur dioxide emissions of which does not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis;</p>		<p>Chapter II, “Maximun sulphur content content of heavy fuel oil” point 10.b</p>	<p>b. in combustion plants which do not fall under point 4 (a), and the monthly average sulphur dioxide emissions of which does not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis;</p>	<p>Fully</p>	

	<p>(c) for combustion in refineries, where the monthly average of emissions of sulphur dioxide averaged over all combustion plants in the refinery, irrespective of the type of fuel or fuel combination used, but excluding plants falling under point (a), gas turbines and gas engines, does not exceed 1 700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis.</p>		<p>Chapter II, “Maximum sulphur content of heavy fuel oil” point 10.c</p>	<p>c. for combustion in refineries, where the monthly average of emissions of sulphur dioxide averaged over all combustion plants in the refinery, irrespective of the type of fuel or fuel combination used, but excluding plants which fall under points 4 (a) of this chapter, gas turbines and gas engines, does not exceed 1700 mg/Nm<sup>3</sup> at an oxygen content in the flue gas of 3 % by volume on a dry basis.</p>	Fully	
	<p>Member States shall take the necessary measures to ensure that no combustion plant using heavy fuel oil with a sulphur concentration greater than that referred to in paragraph 1 is operated without a permit issued by a competent authority, which specifies the emission limits.</p>		<p>Chapter II, “Maximum sulphur content of heavy fuel oil” point 11</p>	<p>5. Ministry responsible for environment ensure that no combustion plant using heavy fuel oil with a sulphur concentration greater than 1 operated without a permit, which specifies the emission limits of SO<sub>2</sub>.</p>	Fully	
<p>Article 4 Maximum sulphur content in gas oil</p>	<p>Member States shall ensure that gas oils are not used within their territory if their sulphur content exceeds <b>0,10 % by mass</b>.</p>		<p>Chapter III, “Maximum sulphur content in gas oil” point 12, 13</p>	<p>12. In the territory of the Republic of Albania starting from <b>31 December 2019</b> shall be allowed for civil and industrial thermal use, only the gas oil with the nomenclature describe by the codes: CN 27111294, CN27111391, CN27111397 (liquid gas), CN 2710 19 25, CN 2710 19 29, CN 2710 19 47; CN 2710 19 48; CN 2710 20 17; CN 2710 20 19, meeting the</p>	Fully	

				requirements of the Albanian standard SSH EN 589 , SSH EN ISO 9162 dhe SSH UNI 6579, or other equivalent standards, as provided for in Annex 1 and 4, attached to this Decision.		
			Chapter III, “Maximum sulphur content in gas oil” point 13	13. Gas oils are not used after 31 december 2019, if their sulphur content exceeds 0,10 % by mass.	Fully	
				14. the total content of sulfur in oil liquid gas starting from 1January 2020 is not allowed to exceed 50 mg / kg, while the vapor pressure is respectively not more than 1000 kpa for residential use and 1300 kpa for vehicles.		
Article 5 Maximum sulphur content in marine fuel	Member States shall ensure that marine fuels are not used within their territory if their sulphur content exceeds <b>3,50 %</b> by mass, except for fuels supplied to ships using emission abatement methods subject to Article 8 operating in closed mode.		Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, points 15 and 16	15. Within the territory of the Republic of Albania, since 31 December 2019, for the purpose of use in means of water transport only the trading of marine fuels that meet the requirements of the standard SSH ISO 8217 or other equivalent standards, with the exception of the condition for sulfur content, as provided for in Annex 3 and 4, attached to this Decision;	Fully	

				16. Within the territory of the Republic of Albania the marine fuels are not used if their sulphur content exceeds 1,0 % by mass, except for fuels supplied to ships using emission abatement methods subject to chapter V of this Decisin. operating in closed mode.		
Article 6 Maximum sulphur content of marine fuels used in TS, EEZ and PCZ of Member States, including SOx ECA, and by passenger ships operating on regular services or	1. Member States shall take all necessary measures to ensure that marine fuels are not used in the areas of their territorial seas, exclusive economic zones and pollution control zones if the sulphur content of those fuels by mass exceeds		Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, point 17	3. Regardless of the provisions of point 16 of this chapter the marine fuels are not used in the Albanian territorial seas, exclusive economic zones and pollution control zones if the sulphur content of those fuels by mass exceeds:	Fully	
	(a) 3,50 % as from 18 June 2014;		Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, point 17.a	(a)1.0% (10g/kg) as after 31 December 2019;	Fully	D/2016/15/M C-EnC Article 1 point 1.d defines: without prejudice to commitments of certain Contracting Parties under Annex VI to International Convention for the Prevention of Pollution from Ships (MARPOL), the date in



from Union ports						point (a) of Article 6(1) of Directive (EU) 2016/802 shall be read as '1 January 2018';
	(b) 0,50 % as from 1 January 2020.		Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, point 17.b	(b) 0.5% (5g/kg) as after 31 December 2020;	Fully	
	This paragraph shall apply to all vessels of all flags, including vessels whose journey began outside of the Union, without prejudice to paragraphs 2 and 5 of this Article and Article 7.		Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, point 18 (second paragraph)	Provisions of points (17) and (18) of this chapter shall apply to all vessels of all flags, including vessels whose journey began outside of Albania.	Fully	
	2. Member States shall take all necessary measures to ensure that marine fuels are not used in the areas of their territorial seas, exclusive economic zones and pollution control zones falling within SOx Emission Control Areas if the sulphur content of those fuels by mass exceeds: 0,10 % as from 1 January 2015.		Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, point 18, (first paragraph)	18. 12 month as from the date defined by IMO of new sea areas, including ports as well as the SOx Emission Control Areas, <b>the marine fuels are not used in Albanian territorial seas, exclusive economic zones and pollution control zones falling within SOx Emission Control Areas if the sulphur content of those fuels by mass exceeds 0,10 %.</b>	Fully	D/2016/15/M C-EnC Art 2 (e) defines: point (a) of Article 6(2) shall not be applicable in the Energy Community; Art 2 (f) defines: point (b) of Article 6(2) shall be

	The Commission shall have due regard to any future changes to the requirements pursuant to Annex VI to MARPOL applicable within SOx Emission Control Areas, and, where appropriate, without undue delay make any relevant proposals with a view to amending this Directive accordingly					applicable in accordance with Article 6(3);
	This paragraph shall apply to all vessels of all flags, including vessels whose journey began outside the Union.		Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, point 18 (second paragraph)	Provisions of points (17) and (18) of this chapter shall apply to all vessels of all flags, including vessels whose journey began outside of Albania.	Fully	
	3. The application date for paragraph 2 for any new sea areas, including ports, designated by the IMO as SOx Emission Control Areas in accordance with Regulation 14(3)(b) of Annex VI to MARPOL shall be 12 months after the date of entry into force of the designation.		Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, point 18 (first paragraph)	<b>18. 12 month as from the date defined by IMO of new seas areas, including ports as well as the SOx Emission Control Areas,</b> the marine fuels are not used in Albanian territorial seas, exclusive economic zones and pollution control zones falling within SOx Emission Control Areas if the sulphur content of those fuels by mass exceeds 0,10 %.	Fully	Point 3 of article 6 is unified with point 2 of this article
	4. Member States shall be responsible for the enforcement of paragraph 2 at least in respect of: — vessels flying their flag, and — in the case of Member States bordering SOx		Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, point 18 paragraph 2	Provisions of points (17) and (18) of this chapter shall apply to all vessels of all flags, including vessels whose journey began outside of Albania.	Fully	

<p>Emission Control Areas, vessels of all flags while in their ports. Member States may also take additional enforcement action in respect of other vessels in accordance with international maritime law.</p>					
<p>5. Member States shall take all necessary measures to ensure that marine fuels are not used in their territorial seas, exclusive economic zones and pollution control zones falling outside SO<sub>x</sub> Emission Control Areas by <b>passenger ships</b> operating on regular services to or from any Union port if the sulphur content of those fuels exceeds <b>1,50 % by mass</b> until 1 January 2020. Member States shall be responsible for the enforcement of this requirement at least in respect of vessels flying their flag and vessels of all flags while in their ports.</p>		<p>Chapter IV“Maximum sulphur content in marine fuel used in the Albanian territorial seas, exclusive economic zones and pollution control zones”, point 19</p>	<p>19. Marine fuels are not used in Albanian territorial seas, exclusive economic zones and pollution control zones falling outside SO<sub>x</sub> Emission Control Areas by passenger shipsoperating on regular services to or from Albanian port if the sulphur content of those fuels exceeds 1,0 % by mass until 1 January 2020.</p> <p>Provisions of this point shall apply to all vessels of all flags, in the ports of Albania.</p>	Fully	
<p>6. Member States shall require the correct completion of ships' logbooks, including fuel-changeover operations.</p>		<p>Chapter IV“Maximum sulphur content in marine fuel”, point 20</p>	<p>20. Responsible persons in ship shall keep and maintain the correct completion of ships' logbooks, including fuel-changeover operations.</p>	Fully	
<p>7. Member States shall endeavour to ensure the availability of marine fuels which comply with this Directive and</p>		<p>Chapter IV“Maximum sulphur content in marine fuel”, point 21</p>	<p>21. Albanian state authorities shall endeavour to ensure the availability of marine fuels which comply with this Decision and</p>	Fully	

	inform the Commission of the availability of such marine fuels in its ports and terminals.			inform the EnC Secretariat of the availability of such marine fuels in its ports and terminals.		
	8. If a ship is found by a Member State not to be in compliance with the standards for marine fuels which comply with this Directive, the competent authority of the Member State is entitled to require the ship to:		Chapter VIII “Fuel quality control and reporting” point	33.The quality control of the fuel used for for civil and industrial thermal use as well as marine fuel is carried out by the institutions responsible for the control of the quality standards in the oil and petroleum. 34. If a ship is found not to be in compliance with the standards for marine fuels which comply with this Decision, control from ISHTI the ship consist of:	Fully	
	(a) present a record of the actions taken to attempt to achieve compliance; and		Chapter VIII “Fuel quality control and reporting” point 34 (a)	a.Controling of records (ships' Logbooks) of the actions taken to attempt to achieve compliance; and bunker (supplier) delivery notes on board of at least 10 % of the total number of individual ships calling in/from Albanian ports during one year period;		Point 2 (a) of Chapter VII “Fuel quality control and reporting” transpose the art 3(1) of the Decision 2015/253
	(b) provide evidence that it attempted to purchase marine fuel which complies with this Directive in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such marine fuel and that, despite best efforts to obtain marine fuel which complies with this Directive, no such		Chapter VII “Fuel quality control and reporting” point 34 (b)(c)(d) and points 35;36;37;38.	b. Control the liquid fuel procurement documentation, sample fuel analysis of the marine fuel burned in sealed vessels or sampling of fuel for analysis on a floating object (note issued by the bunker). c. The marine fuel being used on board shall also be checked by sampling or analysis or both of at least 20% of the 10% of the average inspected ships that sailed to /		Point 2 (c) and (d) of Chapter VII “Fuel quality control and reporting” transpose the art 3(2) of the Decision 2015/253

	<p>marine fuel was made available for purchase.</p> <p>The ship shall not be required to deviate from its intended voyage or to delay unduly the voyage in order to achieve compliance.</p> <p>If a ship provides the information referred to in the first subparagraph, the Member State concerned shall take into account all relevant circumstances and the evidence presented to determine the appropriate action to take, including not taking control measures. A ship shall notify its flag State and the competent authority of the relevant port of destination when it cannot purchase marine fuel which complies with this Directive.</p> <p>A port State shall notify the Commission when a ship has presented evidence of the non-availability of marine fuels which comply with this Directive.</p>			<p>from the Albanian ports open to international traffic in the last three years.</p> <p>d. Control the liquid marine fuels that their quality during distribution that correspond to the average number of ships of the three preceding years, is not in compliance with the issued note;</p> <p>3. The ship shall not be required to deviate from its intended voyage or to delay unduly the voyage in order to achieve compliance.</p> <p>4. If a ship provides the information referred to in points (33) and (34) of this chapter, the institutions responsible for the control / ISHTI shall take into account all relevant circumstances and the evidence presented to determine the appropriate action to take, including not taking control measures.</p> <p>5. A ship shall notify its flag State and the competent authority of the relevant port of destination when it cannot purchase marine fuel which complies with provisions of this decision;</p> <p>6. Ministry responsible for petroleum , notify the EnC Secretariat when a ship has presented evidence of the non-availability of marine fuels</p>		
--	---	--	--	---	--	--

				which comply with this Decision		
	9. Member States shall, in accordance with Regulation 18 of Annex VI to MARPOL: (a) maintain a publicly available register of local suppliers of marine fuel		Chapter VIII “Fuel quality control and reporting” point 44	The Minister of Infrastructure and Energy, the Minister of Tourism and the Environment and the Minister of Finance and Economy shall, within 30 days from the entry into force of this decision, are in charge to prepare and approve the Joint Instruction on the collection, storage and reporting of data, for LPG quality, gas oil, heavy fuel oil, marine fuel and local suppliers of these fuels liquid fuels;	Fully	The Joint Instructure referring in this DCM, will transpose the provision of the Commission Implementing Decision 2015/253
	(b) ensure that the sulphur content of all marine fuels sold in their territory is documented by the supplier on a bunker delivery note, accompanied by a sealed sample signed by the representative of the receiving ship;		Chapter VII “Fuel quality control and reporting” point 44	The Minister of Infrastructure and Energy, the Minister of Tourism and the Environment and the Minister of Finance and Economy shall, within 30 days from the entry into force of this decision, are in charge to prepare and approve the Joint Instruction on the collection, storage and reporting of data, for LPG quality, gas oil, heavy fuel oil, marine fuel and local suppliers of these fuels liquid fuels;	Fully	The Joint Instructure referring in this DCM, will transpose the provision of the Commission Implementing Decision 2015/253
	(c) take action against marine fuel suppliers that have been found to deliver fuel that does not comply with the specification stated on the bunker delivery note;		Chapter VIII “Sanctions” point 45(a, b)	45. As from 30 June 2018, there are subjects that trade liquid fuels which do not comply with the requirements of this decision: a. for other technical-quality indicators that are not within the allowed values according to the standards in force, the sanctions provided for in	Fully	

				Article 25 of Law no. 8450, dated 24.02.1999, "On the processing, transportation and marketing of petroleum, gas and their by-products", as amended, b. for other technical-quality indicators that vary and are not within the allowed values according to the standards in force, liquid fuels are seized, pursuant to Article 11 of Law no. 10279, dated 20.05.2010, "On administrative contraventions".		
	(d) ensure that remedial action is taken to bring any non-compliant marine fuel discovered into compliance.				N/A	
	10. Member States shall ensure that marine diesel oils are not placed on the market in their territory if the sulphur content of those marine diesel oils exceeds 1,50 % by mass.		Chapter IV "Maximum sulphur content in marine fuel", point 22	22. Till December 2019, in the territory of RoA, marine diesel oils are not placed on the market if the sulphur content of those marine diesel oils exceeds 1,00 % by mass.	Fully	
Article 7 Maximum sulphur content of marine fuels used by ships at berth	1. Member States shall take all necessary measures to ensure that ships at berth in Union ports do not use marine fuels with a sulphur content exceeding 0,10 % by mass, allowing sufficient time for the crew to complete any necessary fuel-changeover operation as soon as possible after arrival at berth and as late as possible before departure.		Chapter IV "Maximum sulphur content in marine fuel", point 23	23. Ships at berth in Albanian ports do not use marine fuels with a sulphur content exceeding 0,10 % by mass, allowing sufficient time for the crew to complete any necessary fuel-changeover operation	Fully	

in Union ports	Member States shall require the time of any fuel-changeover operation to be recorded in ships' logbooks.					
	2. Paragraph 1 shall not apply: (a) whenever, according to published timetables, ships are due to be at berth for less than two hours; (b) to ships which switch off all engines and use shore-side electricity while at berth in ports.		Chapter V“Maximum sulphur content in marine fuel used by ships at berth in Albanian territory”, point 24, paragraph (a) and (b)	24.Provisions of this point shall not apply: (a) whenever, according to published timetables, ships are due to be at berth for less than two hours; (b) to ships which switch off all engines and use shore-side electricity while at berth in ports.	Fully	
	3. Member States shall ensure that marine gas oils are not placed on the market in their territory if the sulphur content of those marine gas oils exceeds 0,10 % by mass.		Chapter V“Maximum sulphur content in marine fuel used by ships at berth in Albanian territory”, point 25	25. In the territory of te RoA shall be placed on the market only the marine gas oils if the sulphur content of those marine gas oils exceeds 0,10 % by mass as from 31 December 2020;	Fully	
Article 8 Emission abatement methods	1. Member States shall allow the use of emission abatement methods by ships of all flags in their ports, territorial seas, exclusive economic zones and pollution control zones, as an alternative to using marine fuels that meet the		Chapter VI, “Emission abatement methods in ships and their approval” point 26	26.All ships of all flags in Albanian ports, territorial seas, exclusive economic zones and pollution control zones, as an alternative to using marine fuels, if the continuous reduction of SO2 emissions is at least equivalent to the emissions from the use of	Fully	



<p>requirements of Articles 6 and 7, subject to paragraphs 2 and 4 of this Article.</p>			<p>marine fuels referred to in points of chapter IV and V of this Decision;</p>		
<p>2. Ships using the emission abatement methods referred to in paragraph 1 shall continuously achieve reductions of sulphur dioxide emissions that are at least equivalent to the reductions that would be achieved by using marine fuels that meet the requirements of Articles 6 and 7. Equivalent emission values shall be determined in accordance with Annex I.</p>		<p>Chapter VI, “Emission abatement methods in ships and their approval” point 27</p>	<p>27. Ships using the emission abatement methods that continuously achieve reductions of sulphur dioxide emissions that are at least equivalent to the reductions that would be achieved by using marine fuels that meet the requirements of chapter IV and V of this decision;</p> <p>Equivalent emission values shall be determined in accordance with Annex V of this decision.</p>	<p>Fully</p>	
<p>3. Member States shall, as an alternative solution for reducing emissions, encourage the use of onshore power supply systems by docked vessels.</p>		<p>Chapter VI, “Emission abatement methods in ships and their approval” point 28</p>	<p>28. Inspection authorities as an alternative solution for reducing emissions, encourage the use of onshore power supply systems by docked vessels.</p>	<p>Fully</p>	
<p>4. The emission abatement methods referred to in paragraph 1 shall comply with the criteria specified in the instruments referred to in Annex II.</p>		<p>Chapter VI, “Emission abatement methods in ships and their approval” point 29</p>	<p>29. Emission abatement methods referred to in point 26 shall comply with the criteria specified in the instruments referred to in Annex 6 of this Decision</p>		

	5. Where justified in the light of scientific and technical progress regarding alternative emission abatement methods and in such a way as to ensure strict consistency with the relevant instruments and standards adopted by the IMO, the Commission shall:				N/A	D/2016/15/M C-EnC Art1 point 1.g defines: Articles 8(5), shall not be applicable in the Energy Community
	a) be empowered to adopt delegated acts, in accordance with Article 16, amending Annexes I and II;				N/A	D/2016/15/M C-EnC Art1 point 1.g defines: Articles 8(5), shall not be applicable in the Energy Community
	(b) adopt implementing acts laying down the detailed requirements for monitoring of emissions, where appropriate. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).				N/A	D/2016/15/M C-EnC Art1 point 1.g defines: Articles 8(5), shall not be applicable in the Energy Community
Article 9 Approval of emission abatement methods for use on	1. Emission abatement methods falling within the scope of Directive 96/98/EC shall be approved in accordance with that Directive. 2. Emission abatement methods not covered by paragraph 1 of this Article shall be approved in accordance with the		Chapter VI, "Emission abatement methods in ships and their approval" point 30	30. The methods of reducing emissions shall be adopted by the Minister in charge of Energy and the Minister responsible for environment, in accordance with:  a. international instruments pertaining to certified equipment placed on board ships.	Fully	D/2016/15/M C-EnC Article 2 point 2.a defines: Article 9 of shall not be applicable in the Energy Community;

board ships flying the flag of a Member State	<p>procedure referred to in Article 3(2) of Regulation (EC) No 2099/2002, taking into account: (a) guidelines developed by the IMO;</p> <p>(b) the results of any trials conducted under Article 10</p> <p>(c) effects on the environment, including achievable emission reductions, and impacts on ecosystems in enclosed ports, harbours and estuaries; and</p> <p>(d) the feasibility of monitoring and verification.</p>			<p>b. guides developed by the IMO</p> <p>c. the effects on the environment, including expected emission reductions and impacts on ecosystems at sealed ports, harbors and estuaries; and</p> <p>d. monitoring and verification opportunities.</p>		
Article 10 Trials of new emission abatement methods	<p>Member States may, in cooperation with other Member States, as appropriate, approve trials of ship emission abatement methods on vessels flying their flag, or in sea areas within their jurisdiction. During those trials, the use of marine fuels meeting the requirements of Articles 6 and 7 shall not be mandatory, provided that all of the following conditions are fulfilled: (a) the Commission and any port State concerned are notified in writing at least 6 months before trials begin;</p> <p>(b) permits for trials do not exceed 18 months in duration;</p> <p>(c) all ships involved install tamper-proof equipment for the continuous monitoring of funnel gas emissions and use it throughout the trial period;</p>				N/A	

	<p>(d) all ships involved achieve emission reductions which are at least equivalent to those which would be achieved through the sulphur limits for fuels specified in this Directive;</p> <p>(e) there are proper waste management systems in place for any waste generated by the emission abatement methods throughout the trial period;</p> <p>(f) there is an assessment of impacts on the marine environment, particularly ecosystems in enclosed ports, harbours and estuaries throughout the trial period; and</p> <p>(g) full results are provided to the Commission and are made publicly available within 6 months of the end of the trials.</p>					
Article 11 Financial measures	Member States may adopt financial measures in favour of operators affected by this Directive where such financial measures are in accordance with State aid rules applicable and to be adopted in this area.				N/A	
Article 12 Change in the supply of fuels	If, as a result of a sudden change in the supply of crude oil, petroleum products or other hydrocarbons, it becomes difficult for a Member State to apply the limits on the maximum sulphur content		Chapter VII “Change in the supply of fuels”, points 31 and 32	31. If, as a result of a sudden change in the supply of crude oil, petroleum products or other hydrocarbons, it becomes difficult to apply the limits on the maximum sulphur content referred to in chapters 2, 3 and 4, of this Decision, Ministry	Fully	

	referred to in Articles 3 and 4, that Member State shall inform the Commission thereof. The Commission may authorise a higher limit to be applicable within the territory of that Member State for a period not exceeding 6 months. It shall notify the Council and the Member States of its decision. Any Member State may refer that decision to the Council within 1 month. The Council, acting by a qualified majority, may adopt a different decision within 2 months.			responsible for hydrocarbons after approval from the CoM inform EnC in Vienna.  32. Further processing for dealing with situations related to unexpected changes in the country's supply of crude oil, petroleum products and other hydrocarbons (interruption of the market) is done in coordination with the Energy Community Institutions, in compliance with and respect of rights and obligations deriving from Articles 47 and 67 of the Treaty establishing the Energy Community.		
Article 13 Sampling and analyses	1. Member States shall take all necessary measures to check by sampling that the sulphur content of fuels used complies with Articles 3 to 7. The sampling shall commence on the date on which the relevant limit for maximum sulphur content in the fuel comes into force. It shall be carried out periodically with sufficient frequency and quantities such that the samples are representative of the fuel examined, and in the case of marine fuel, of the fuel being used by vessels while in relevant sea areas and ports. The samples shall be analysed without undue delay.		Chapter VIII "Fuel quality control and reporting", point 33	33. The institutions responsible for the control of quality standards in the oil and petroleum market shall take all necessary measures to carry out control on the respect of sulfur content in liquid fuels for civil and industrial thermal use, and for use in water transport, in order to be in compliance with the definitions in Chapters 2, 3, 4 and 5 of this Decision.	Fully	

	2. The following means of sampling, analysis and inspection of marine fuel shall be used:		Chapter VIII "Fuel quality control and reporting, point 34	34. The quality control of the marine fuel used in the vessel consists of:	Fully	
	(a) inspection of ships' logbooks and bunker delivery notes; and		Chapter VIII "Fuel quality control and reporting, point 34.a	a. Controlling of records (ships' Logbooks) of the actions taken to attempt to achieve compliance; and bunker delivery notes on board of at least 10 % of the total number of individual ships calling in/from Albanian ports during one year;	Fully	
	(b) as appropriate, the following means of sampling and analysis: (i) sampling of the marine fuel for on-board combustion while being delivered to ships, in accordance with the Guidelines for the sampling of fuel oil for determination of compliance with the revised Annex VI to MARPOL, adopted on 17 July 2009 by Resolution 182(59) of the Marine Environment Protection Committee (MEPC) of the IMO, and analysis of its sulphur content; or (ii) sampling and analysis of the sulphur content of marine		Chapter VIII "Fuel quality control and reporting, points 39; 40	39. Sampling, analyses and testing of each physico-chemical of liquid fuel indicator referred to Chapters 2, 3, 4 and 5 of this Decision shall be carried out according to the methods of analysis set out in the relevant applicable standards by the General Directorate of Standards.  40. In addition to the provision in paragraph 39, the sampling (frequency and quantity) (i) during the supply of the ship with liquid marine fuels used for combustion on board, (ii) by tankers where technically possible and economically as well as (iii) and in sealed	Fully	

<p>fuel for on-board combustion contained in tanks, where technically and economically feasible, and in sealed bunker samples on board ships.</p>			<p>bunker samples on board ships issued by the supplier is carried out in accordance with the Instruction of the minister responsible for energy;</p>		
<p>3. The reference method adopted for determining the sulphur content shall be ISO method 8754 (2003) or EN ISO 14596:2007. In order to determine whether marine fuel delivered to, and used on board, ships is compliant with the sulphur limits required by Articles 4 to 7, the fuel verification procedure set out in Appendix VI to Annex VI to MARPOL shall be used.</p>		<p>Chapter VIII “Fuel quality control and reporting, points 41;42;43</p>	<p>41. The reference method adopted for testing the sulphur content in marine fuel shall be ISO method: ASTM D 4294 or S SH EN ISO 20847;</p> <p>42. In the event of a dispute over the accuracy of the test results, the assessment of the fuel analyzes supplied shall be governed by the provisions of S SH EN ISO 4259.</p> <p>43. In order to determine whether marine fuel delivered to, and used on board, ships is compliant with the sulphur limits required by chapter IV and V of this decision, the fuel verification procedure set out</p>	<p>Fully</p>	

				in Appendix VI to Annex VI to MARPOL shall be used		
	<p>4. The Commission shall be empowered to adopt implementing acts concerning:</p> <p>(a) the frequency of sampling;</p> <p>(b) the sampling methods</p> <p>(c) the definition of a sample representative of the fuel examined.</p> <p>Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 17(2).</p>				N/A	D/2016/15/M C-EnC Article 1 point 1(g) defines: Articles 13(4) shall not be applicable in the Energy Community;
Article 14 Reporting and review	<p>1. Each year by 30 June, Member States shall, on the basis of the results of the sampling, analysis and inspections carried out in accordance with Article 13, submit a report to the Commission on the compliance with the sulphur standards set out in this Directive for the preceding year.</p> <p>On the basis of the reports received in accordance with the first subparagraph of this paragraph and the notifications regarding the non-availability of marine fuel which complies with this Directive submitted by Member States in accordance with the fifth subparagraph of Article 6(8), the Commission shall, within</p>		Chapter VIII“Fuel quality control and reporting”, point 44	44. The Minister of Infrastructure and Energy, the Minister of Tourism and the Environment and the Minister of Finance and Economy shall, within 30 days from the entry into force of this decision, re in charge to prepare and approve the Joint Instruction on the collection, storage and reporting of data, for LPG quality, gas oil, heavy fuel oil, marine fuel and local suppliers of these fuels liquid fuels;		D/2016/15/M C-EnC Article 1 point 1. (g) defines: Articles 14(3) shall not be applicable in the Energy Community



	<p>12 months of the date referred to in the first subparagraph of this paragraph, draw up and publish a report on the implementation of this Directive. The Commission shall evaluate the need for further strengthening of the relevant provisions of this Directive and make any appropriate legislative proposals to that effect.</p> <p>2. By 31 December 2013, the Commission shall submit a report to the European Parliament and to the Council which shall be accompanied, if appropriate, by legislative proposals. The Commission shall consider in its report the potential for reducing air pollution taking into account, inter alia: annual reports submitted in accordance with paragraphs 1 and 3; observed air quality and acidification; fuel costs; potential economic impact and observed modal shift; and progress in reducing emissions from ships.</p> <p>3. The Commission may adopt implementing acts concerning the information to be included in the report and the format of the report referred to in paragraph 1. Those implementing acts shall be adopted in accordance with the</p>				N/A	
--	---	--	--	--	-----	--

	examination procedure referred to in Article 17(2).					
Article 15 Adaptation to scientific and technical progress	The Commission shall be empowered to adopt delegated acts in accordance with Article 16 concerning the adaptations of points (a) to (e) and (p) of Article 2, point (b)(i) of Article 13(2) and Article 13(3) to scientific and technical progress. Such adaptations shall not result in any direct changes to the scope of this Directive or to sulphur limits for fuels specified in this Directive.				N/A	
Article 16 Exercise of the delegation	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. 2. The power to adopt delegated acts referred to in Article 8(5) and Article 15 shall be conferred on the Commission for a period of 5 years from 17 December 2012. The Commission shall draw up a					D/2016/15/M C-EnC Article 1 point 1.g Articles 16, shall not be applicable in the Energy Community;

<p>report in respect of the delegation of power not later than 9 months before the end of the 5-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than 3 months before the end of each period.</p> <p>3. The delegation of power referred to in Article 8(5) and Article 15 may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the powers specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.</p> <p>4. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.</p> <p>5. A delegated act adopted pursuant to Article 8(5) and Article 15 shall enter into</p>					
--	--	--	--	--	--

	<p>force only if no objection has been expressed either by the European Parliament or the Council within a period of 3 months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by 3 months at the initiative of the European Parliament or of the Council.</p>					
Article 17 Committee procedure	<p>1. The Commission shall be assisted by a committee. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.</p> <p>2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.</p> <p>Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.</p>				N/A	D/2016/15/M C-EnC Article 1 point 1.g Article, 17 shall not be applicable in the Energy Community
Article 18 Penalties	<p>Member States shall determine the penalties applicable to breaches of the national provisions adopted pursuant to this</p>		Chapter IX "Sanctions"	45. After the entry into force of this decision, if there are subjects that trade liquid fuels which do not comply with the requirements of this decision:	Fully	

	<p>Directive.</p> <p>The penalties determined shall be effective, proportionate and dissuasive and may include fines calculated in such a way as to ensure that the fines at least deprive those responsible of the economic benefits derived from the infringement of the national provisions as referred to in the first paragraph and that those fines gradually increase for repeated infringements.</p>			<p>a. for other technical-quality indicators that are not within the allowed values according to the standards in force, the sanctions will be provided in compliance with articles 25 of Law no. 8450, dated 24.02.1999, "On the processing, transport and marketing of petroleum, gas and their by-products", as amended,</p> <p>b. for other technical-quality indicators that vary and are not within the allowed values according to the standards in force, liquid fuels are seized, pursuant to Article 11 of Law no. 10279, dated 20.05.2010, "On administrative contraventions".</p> <p>2. Sequestration of liquid fuels and determination of the destination of seized products is done by the State Technical and Industrial Inspectorate in accordance with the procedures set out in a Joint Instruction of the Minister of Infrastructure and Energy and the Minister of Finance and Economy, to be issued within 30 days of the entry into force of this decision.</p>		
Article 19	Directive 1999/32/EC, as amended by the acts listed in				N/A	

Repeal	Annex III, Part A, is repealed, without prejudice to the obligations of the Member States relating to the time limits for the transposition into national law of the Directives set out in Annex III, Part B. References to the repealed Directive shall be construed as references to this Directive and shall be read in accordance with the correlation table in Annex IV.					
Article 20 Entry into force	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.				N/A	D/2016/15/M C-EnC Article 1 point 1.g Article 20 shall not be applicable in the Energy Community
Article 21 Addressees	This Directive is addressed to the Member States.				N/A	A D/2016/15/M C-EnC Article 1 point 1. g article 21 shall not be applicable in the Energy Community
				ANNEX I- Environmental permitted parameters for gasoil used for thermal, civil and industrial purposes		
				ANNEX II- Environmental permitted parameters for heavy		

				fuel oil used for thermal, civil and industrial purposes		
				ANNEX III- Environmental permitted parameters for marine fuel		
				ANNEX IV- Quality indicators of petroleum gas used for cars and residential purposes		
	ANNEX I			ANNEX V- Equivalent emission values for emission abatement methods		
	ANNEX II			ANNEX VI- Criteria for the use of emission abatement methods		
	ANNEX III					D/2016/15/ MC-EnC Article 2 point 1.h Part B of Annex III shall be read as set out in the Annex to this Decision. Point h)

---